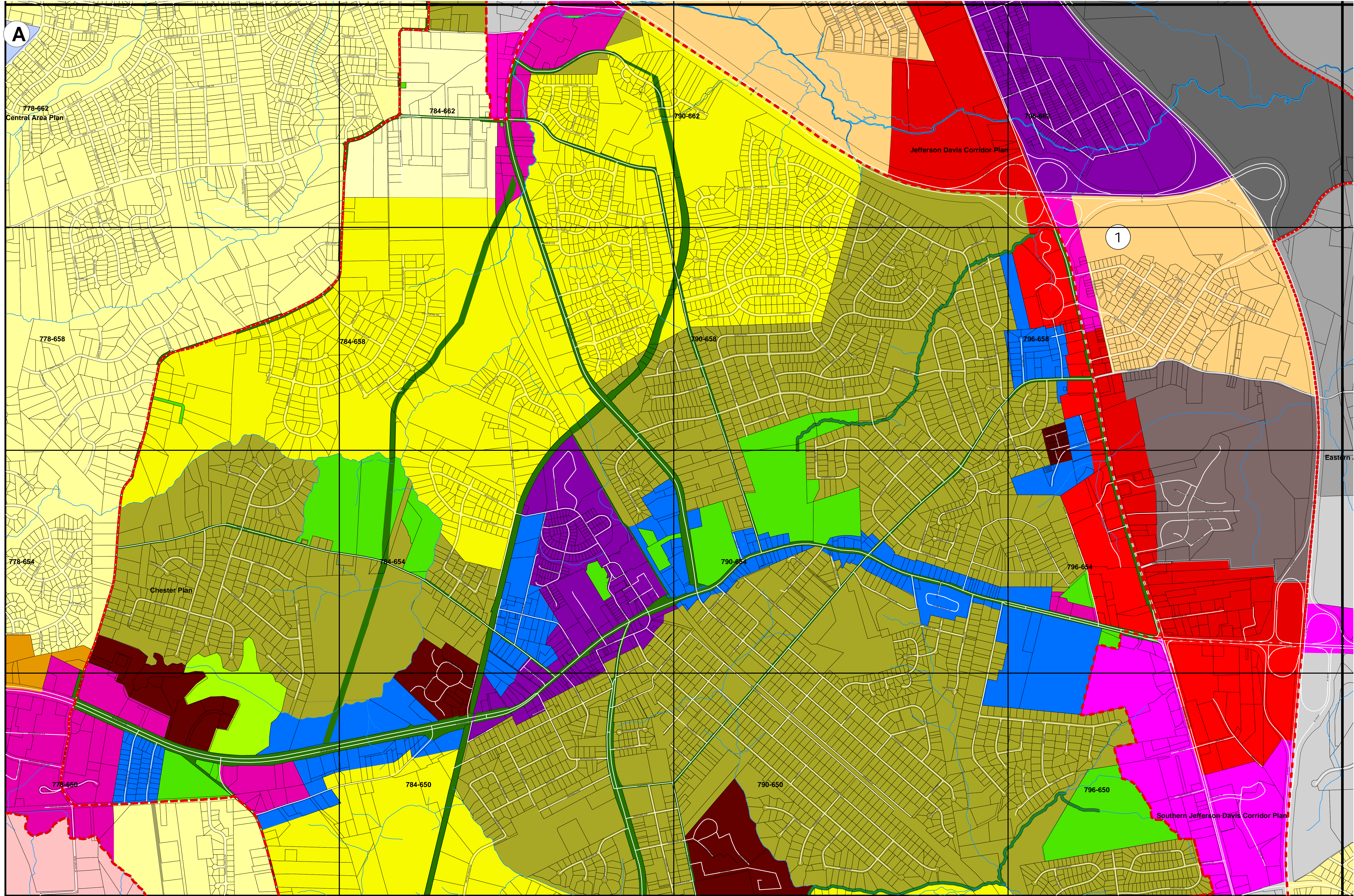


CHESTERFIELD COUNTY, VIRGINIA

LAND USE PLAN MAP 26

KEY
Refer to Plan text for full definition

See Notes Below



Central Area Plan

(Adopted Date: January 10, 2001)

- Residential (1.0 - 2.5 D.U.A.)
- Residential (2.51 - 4.0 D.U.A.)
- Residential (7.01 D.U.A. or more)
- Office
- Mixed Use Corridor
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Light Industrial
- General Industrial
- Parks

Chester Plan

(Adopted Date: July 27, 2005)

- Conservation/Recreation
- Residential: 1.0 unit/acre or less
- Residential: 1.5 units/acre or less
- Residential: 2.5 units/acre or less
- Residential: 7.0 units/acre or more
- Office/Residential Mixed Use
- Neighborhood Mixed Use
- Community Mixed Use
- Commercial
- Public
- Pedestrian Network

Eastern Area Plan (Consolidated)

(Adopted Date: September 16, 2002)

- Residential: 1.5 units/acre or less
- Residential: 2.0 units/acre or less
- Residential: 4.0 units/acre or less
- Residential: 7.0 units/acre or less
- Neighborhood Mixed Use
- Community Mixed Use
- General Commercial
- Light Industrial
- Industrial
- Public/Semi-public
- Potential parks

Jefferson Davis Corridor Plan

(Adopted Date: June 23, 1993)

- Residential: 2.51-4 units/acre
- Residential: 7.01 - 10 units/acre
- Community Commercial
- General Commercial
- Regional Mixed Use
- Light Industrial
- General Industrial
- Flexible Redevelopment Areas
- Waterbodies

Southern & Western Area Plan

(Adopted Date: November 12, 2003)

- 1-5 acre lots; suited to R-88 zoning
- 1.01-2.5 units/acre
- 2.51-4.0 units/acre
- Neighborhood Mixed Use Center
- Community Mixed Use Center
- Regional Mixed Use
- Refer to Intersection Map Details
- Recreation/Linear Trails
- Rural Conservation Area
- Pocahontas State Park

Southern Jefferson Davis Corridor Plan

(Adopted Date: January 10, 2001)

- Residential 2.51 to 4.0 units per acre
- Residential 4.01 to 7.0 units per acre
- Community commercial/Mixed use corridor
- Commercial
- Light Industrial
- Industrial

NOTES

Central Area Plan

General Note

Within all land use categories, zoning proposals should be analyzed to determine specific impacts of individual projects on existing and future development.

Transportation impact and required road improvements for specific development proposals should be evaluated through the zoning and plan review processes.

Appropriate land use transitions should be provided between existing and future residential development and higher intensity uses.

In some cases, future land use classifications are appropriate if parcels are part of a larger scale development plan that provides for an aggregation of parcels, thereby allowing sufficient land to provide appropriate buffers and land use transitions.

The rural forested character of Newbys Bridge Road should be preserved. Further, any non-residential uses along Newbys Bridge Road, north of Whitepine Road Extended, should be oriented toward the interior of projects having an internal road network.

Light industrial uses adjacent to existing or future residential areas should be designed in a campus style setting to be achieved through preservation of forested character/landscaping and buildings with architectural styles and materials of the quality found in office/industrial parks such as Moorefield or the Arboretum.

Airport Impact Area:

Due to the impact of daily airport operations on residential development, future residential developments in the area most impacted by the Chesterfield County Airport, currently designated on the Zoning Map for Chesterfield County as the outer Airport Height Obstruction limit, should have mechanisms to notify future home owners about the location and effect of the Airport before the purchase of their homes.

Note A:

Govt bldgs and other public facilities would be appropriate within the Chesterfield County Government Center geog. Such development should comply with non-residential development standards

Chester Plan

Note 1:

More intense residential uses such as age restricted Town Houses and zero-lot line developments may be appropriate in this location if sufficient size and shape of property is aggregated to ensure a quality development with appropriate transition from the existing commercial to the adjacent SF neighborhood and adequate access is provided.

Jefferson Davis Corridor Plan

Note 1:

Higher intensity uses such as high density residential, community-scale commercial, or professional/corporate offices are appropriate if adequate land is assembled to provide access to Route 1 without utilizing internal residential streets.

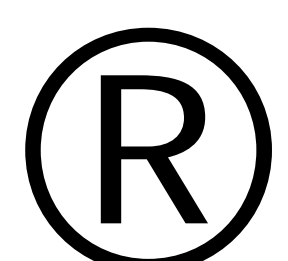
The notes geographies are generalized.
For more information, please contact
Chesterfield County Planning Department.

The Code of Virginia states "the comprehensive plan shall be general in nature, in that it shall designate the general or approximate location, character, and extent of each feature shown on the plan." Recommended land use boundaries shown here should therefore be considered generalized. Zoning change recommendations based on this plan may take into consideration other factors not addressed in this plan. These boundaries and the future development potential of any property based on the recommendations of this plan should be confirmed with the Chesterfield County Planning Department. The maps contained in the comprehensive plan are dynamic and in a continuing state of review and upgrade.

This is an ArcGIS map
prepared by Chesterfield County
Planning Department

Date: August 2006

- County Boundary
- Plan Boundary
- Index
- Parcels



0 0.3 0.6
Miles

